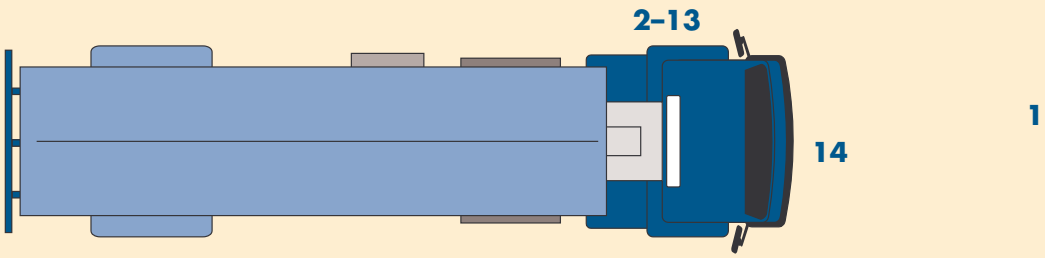
North American Standard Level I Inspection Procedure

For Levels II, III, IV, and V, omit steps that do not apply.
For more detailed information, see the written procedures contained in the CVSA Operations Manual.



☐ STEP 1 Choose the Inspection Site

- Select a safe location, paved, level, away from traffic, visible to traffic, and able to support the weight of the vehicle.
- Avoid hills, curves, soft shoulders and construction sites.
- You must be visible to oncoming traffic.

☐ STEP 2 Approach the Vehicle

- Observe the driver.
- Adhere to officer/inspector safety policies.
- Be alert for leaks, unsecured cargo.

☐ STEP 3 Greet and Prepare Driver

- Identify yourself.
- Ensure that the driver is capable of communicating sufficiently to understand and respond to official inquiries and directions.
- Place chock blocks on the driver's side.
- Explain this inspection procedure.
- Ensure engine is off.
- Check seat belt usage and condition.
- Observe the driver's overall condition for illness, fatigue or other signs of impairment.
- Check for illegal presence of alcohol, drugs, weapons or other contraband.

☐ STEP 4 Interview Driver

- Ask for the following from the driver: starting location, final destination, load description, time traveled, most recent stop, fueling location(s).
- Talk to the driver about the trip.

☐ STEP 5 Collect the Driver's Documents

- Medical Examiner's Certificate (if applicable).
- Skill Performance Evaluation (SPE) Certificate (if applicable).
- Driver's license, CDL, record of duty status.
- Shipping papers.
- Periodic inspection certificates, CVIP.
- Supporting documents: bills of lading, receipts, other documents used to verify record of duty status.

☐ STEP 6 Check for the Presence of Hazardous Materials/Transportation of Dangerous Goods

- Check shipping papers, placards, any leaks or spills, unsecured cargo, markings and labels.

☐ STEP 7 Identify the Carrier

- Identify carrier using the following: vehicle identification, vehicle registration, insurance, operating authority, driver interview.

☐ STEP 8 Examine Driver's License

- Expiration date
- Endorsements
- Status
- Class
- Restrictions

☐ STEP 9 Check Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate (If Applicable)

- Check certificate date (valid for 24 months).
- Check corrective lens requirement.
- Check hearing aid requirement.
- Check physical limitations.

Note: In Canada and Mexico proper class indicates adequate medical.

☐ STEP 10 Check Record of Duty Status

- Hours of Service verification.
- If driver claims to be exempt, check that driver meets all criteria for said exemption(s).
- Check accuracy of record.

☐ STEP 11 Review Driver's Daily Vehicle Inspection Report (If Applicable)

- Review the required vehicle inspection report to verify that listed safety defects have been certified as corrected.
- Check for driver signature on previous inspection reports.

☐ STEP 12 Review Periodic Inspection Report(s)

- Ensure vehicle has passed the required inspection and has the required documents and decals.

☐ STEP 13 Prepare Driver for Vehicle Inspection

- Explain the vehicle inspection procedure.
- Advise the driver in the use of hand signals.
- Check chock blocks.
- Prepare the vehicle, vehicle transmission in neutral. Engine off, key must be in the "on" position, and release all brakes.
- Instruct driver to remain at the controls.

☐ STEP 14 Inspect Front of Tractor

- Check headlamps, turn signals (do not use four way flashers to check turn signals) and all other required lamps for improper color, operation, mounting, and visibility.
- Check windshield wipers for improper operation (two wipers are required unless one can clean the driver's field of vision).

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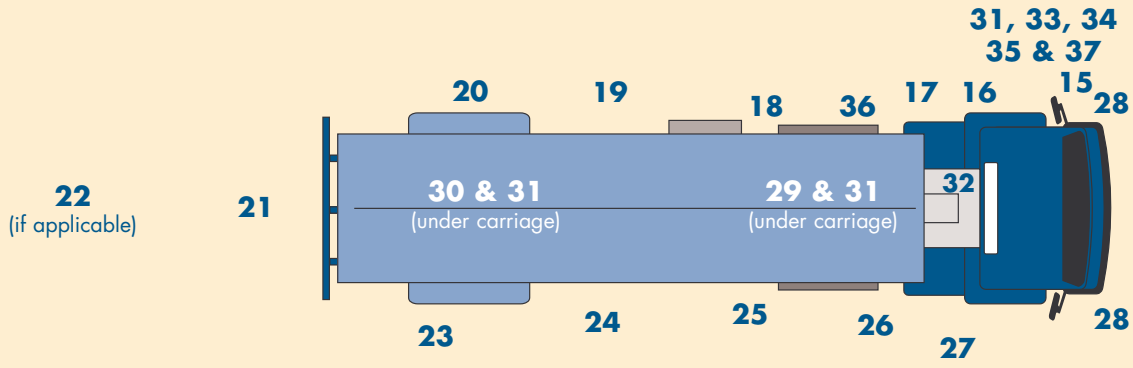


☐ **STEP 15** Inspect Left Front Side of Tractor
- Check front wheel, rim, hub, and tire.

☐ **STEP 16** Inspect Left Saddle Tank Area
- Check fuel tank area.
- Check exhaust system.

☐ **STEP 17** Inspect Trailer Front
- Check air and electrical lines.

☐ **STEP 18** Check Left Rear Tractor Area
- Check wheels, rims, hubs, and tires.
- Check lower fifth wheel.
- Check upper fifth wheel.
- Check sliding fifth wheel.
- Check all required lamps.

Caution: Never place yourself in between tires of tandem axles.

☐ **STEP 19** Inspect Left Side of Trailer
- Check frame and body.
- Check condition of hoses.
- Check van and open-top trailer bodies.
- Check cargo securement.

☐ **STEP 20** Inspect Left Rear Trailer Wheels
- Check wheels, rims, hubs, and tires.
- Check sliding tandem.

☐ **STEP 21** Inspect Rear of Trailer
- Check tail, stop, turn signals, all other required lights and lamps/flags on projecting loads.
- Check external ABS malfunction lamp.
- Check cargo securement.

☐ **STEP 22** Inspect Double, Triple and Full Trailers
- Check safety devices on full trailers/converter dollies.
- Check the safety devices (chains/wire rope) for sufficient number, missing components, improper repairs, and devices that are incapable of secure attachments. Inspect pintle hook, eye and drawbar for cracks, excessive movement, and improper repairs.

☐ **STEP 23** Inspect Right Rear Trailer Wheels
- Check as in step 20.

☐ **STEP 24** Inspect Right Side of Trailer
- Check as in step 19.

☐ **STEP 25** Inspect Right Rear Tractor Area
- Check as in step 18.

☐ **STEP 26** Inspect Right Saddle Tank Area
- Check as in step 16.

☐ **STEP 27** Inspect Right Front Side of Tractor
- Check as in step 15.

☐ **STEP 28** Inspect Steering Axle(s)
- Check steering system (both sides).
- Check front suspension (both sides).
- Check front axle.
- Check frame and frame assembly.
- Check front brake components (both sides).
- Mark push rods (both sides).

Note: Inform the driver that you are going under the vehicle. Enter the under carriage in view of the driver. (At front of power unit, rear of power unit, and in front of trailer axle(s).

☐ **STEP 29** Inspect Axles 2 and/or 3
- Check suspension (both sides).
- Check frame and frame assembly.
- Check brake components (both sides).
- Mark push rods (both sides).
- Exit under carriage in view of driver.

☐ **STEP 30** Inspect Axles 4 and/or 5
- Same as step 29.

☐ **STEP 31** Check Brake Adjustment
- Ensure air pressure is 90–100 psi.
- Have driver fully apply brakes and hold.
- Measure and record all push rod travel.
- Identify size and type of brake chambers.
- Ensure brake lining to drum contact.
- Listen for air leaks.

☐ **STEP 32** Inspect Tractor Protection System (This procedure tests both the tractor protection system and the emergency brakes.)
- Have driver release brakes and disconnect both brake lines.
- Full brake application.
- Listen for air leaks.

☐ **STEP 33** Inspect Required Brake System Warning Devices
- Observe the dash panel area when the key is turned "on" for the function test of the ABS malfunction lamp(s) (if applicable).
- Observe dash gauges while ignition is "on" and the driver is pumping the foot valve to approximately 55 psi for the function test of a low air pressure warning device.

☐ **STEP 34** Test Air Loss Rate
- Apply brakes while the engine is idling, the governor has cut in, and pressure is 80-90 psi.

☐ **STEP 35** Check Steering Wheel Lash
- Measure steering wheel lash while wheels are straight and the engine is running.

☐ **STEP 36** Check Fifth Wheel Movement
- Prepare the driver and vehicle.
- Check for excessive movement.

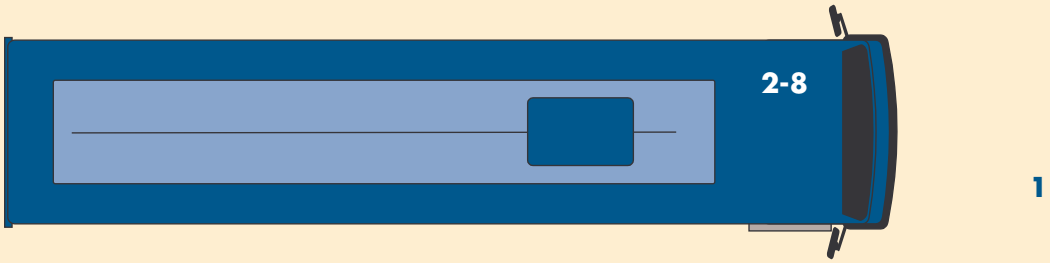
Caution: If conducted improperly, this method of checking for fifth-wheel movement can result in serious damage to the vehicle. Use caution and instruct the driver carefully.

☐ **STEP 37** Complete the Inspection
- Complete documentation.
- Conclude with driver.
- Follow correct and current OOS procedures (if applicable).
- Issue CVSA decal(s) (if applicable).

North American Standard Level I Passenger Vehicle Inspection Procedure

For Levels II, III, IV and V, omit steps that do not apply.
For more detailed information, see the written procedures contained in the CVSA Operations Manual.

TL – Team Leader **FI** – Front Inspector **RI** – Rear Inspector



☐ STEP 1 Inspection Preparation (TL)

- Select vehicle and direct it to the inspection location.
- Gather preliminary information from the vehicle for the inspection report, including the license plate number and state or province and country, company name as shown on the vehicle, company number, appropriate DOT, PUC/PSC identifiers, etc. and the time the inspection began. (Verify who the company operator is, not the tour company or leasing company.)

☐ STEP 2 Greet and Prepare the Driver and Passengers (TL)

- Identify yourself.
- Place chock blocks on the driver's side.
- Explain this inspection procedure.
- Ensure engine is off.
- Check seat belt usage and condition.
- Observe the driver's overall condition for illness, fatigue or other signs of impairment.
- Check for illegal presence of alcohol, drugs, radar detector, weapons or other contraband.
- If passengers are present, explain the purpose of the inspection and how it will be conducted.

☐ STEP 3 Collect Driver's Documents (TL)

- Medical Examiner's Certificate (if applicable).
- Skill Performance Evaluation (SPE) Certificate (if applicable).
- Driver's license, CDL, record of duty status.
- Shipping papers.
- Periodic inspection certificates, CVIP.
- Supporting documents: bills of lading, receipts, other documents used to verify record of duty status, trip information, tour itinerary, trip envelope and charter order.
- Check for presence of Hazardous Material/Transportation of Dangerous Goods.

☐ STEP 4 Interview the Driver (TL)

- Ask for the following from the driver: starting location, final destination, load description, time traveled, most recent stop, fueling location(s).
- Ask driver what other jobs he has worked in the past week (many drivers are part time).
- Talk to the driver about the trip.
- Check for presence of Hazardous Material/Transportation of Dangerous Goods.

☐ STEP 5 Identify the Carrier (TL)

- Identify carrier using the following: vehicle identification, vehicle registration, insurance, driver interview.
- Check interline agreements/operating authority.

☐ STEP 6 Examine Commercial Driver's License (TL)

- Expiration date
- Class
- Endorsements
- Restrictions
- Status

☐ STEP 7 Check Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate (If Applicable) (TL)

- Check certificate date (valid for 24 months).
- Check corrective lens requirement.
- Check hearing aid requirement.
- Check physical limitations.

Note: In Canada and Mexico proper class indicates adequate medical.

☐ STEP 8 Check Record of Duty Status (TL)

- Hours of Service verification.
- Check accuracy of record.

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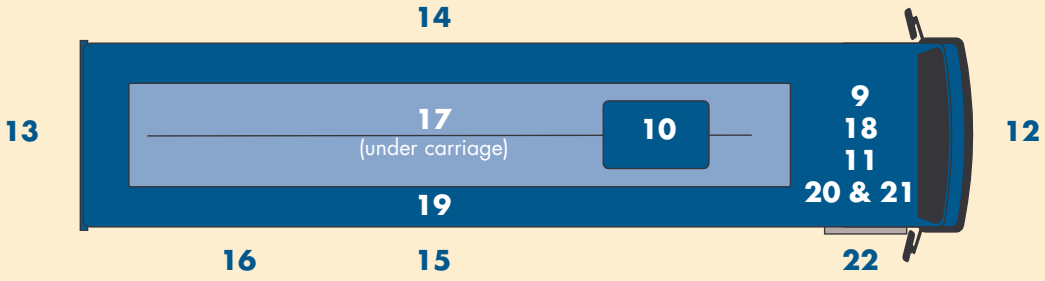

☐ **STEP 9** Review Vehicle Inspection Reports (TL)
- Check driver's daily vehicle inspection report (if applicable).
- Review the vehicle inspection report to verify that listed safety defects have been certified as corrected.
- Check for driver signature on previous driver's vehicle inspection reports (if applicable).
- Ensure vehicle has passed the required periodic inspection and has the required document and decal.
- Review periodic inspection report.

☐ **STEP 10** Check Passenger Area (TL)
- Check windows, emergency doors, and emergency exits.
- Check for warning devices (if applicable).
- Check for fire extinguisher.

☐ **STEP 11** Check Driver's Compartment (TL)
- Check driver's seat, seat belt, low air pressure warning device, ABS malfunction lamp, and steering wheel lash and column.

☐ **STEP 12** Inspect Front of Vehicle (FI)
- Check headlamps, turn signals, emergency flashers, windshield, windshield wipers, suspension and brake components.

☐ **STEP 13** Inspect Rear of Vehicle (RI)
- Check exhaust system, tail, stop, turn signals (do not use four way flashers to check turn signals) and all other required lamps for improper color, operation, mounting, and visibility.
- Check engine compartment for belts, fluid leaks, frame integrity.
- Check wiring and electrical systems.

☐ **STEP 14** Inspect Left Side of Vehicle (FI)
- Check wheels, rims, hubs and tires.
- Check fuel cap(s) (if applicable).
- Check battery compartment (if applicable).
- Check for body damage.
- Check cargo bays.
- Check for presence of Hazardous Material/Transportation of Dangerous Goods.

☐ **STEP 15** Inspect Right Side of Vehicle (RI)
- Check wheels, rims, hubs and tires.
- Check fuel cap(s) (if applicable).
- Check battery compartment (if applicable).
- Check for body damage.
- Check cargo bays.
- Check for presence of Hazardous Material/Transportation of Dangerous Goods.

☐ **STEP 16** Place Inspection Ramps (ALL)
- Place ramps either in front of or behind the wheels, as appropriate.
- Direct the driver to drive carefully up the ramps and stop at the top. Insert chock blocks at the front and rear of the right drive wheels. Instruct the driver to release the brakes and turn off the engine.

☐ **STEP 17** Inspect the Undercarriage (F/RI)
- Check the steering system, front and rear suspension, front and rear brakes, frame, fuel tank, tag axle, and drive shaft.

☐ **STEP 18** Air Loss Rate (TL)
- If a leak is detected, check air loss rate with air reservoir at 80–90 psi and brakes fully applied. Pressure should be maintained or increased.
- Direct driver off of ramps.

☐ **STEP 19** Check for Presence of Hazardous Material/Transportation of Dangerous Goods (ALL)
- Motor vehicles carrying passengers for hire and transporting hazardous materials are subject to the same regulations as a truck, plus additional restrictions listed.

☐ **STEP 20** Complete the Inspection (TL)
- Complete all paperwork. Return documents to driver. Explain violations to driver.

☐ **STEP 21** Take Appropriate Enforcement Action (TL)
- Refer to the *North American Standard Out-of-Service Criteria*. (OOSC).
- Inform the driver of the reasons for the out-of-service action.
- Inform passengers of the necessary action and arrangements.
- Re-inspect repaired vehicle.

☐ **STEP 22** Apply CVSA Decal (TL)
- If the vehicle passed inspections, apply a CVSA decal on the glass portion (window) of the passenger door as close to inspector's eye-level as possible.

North American Standard Hazardous Materials/Transportation of Dangerous Goods Inspection Procedure

Omit steps that do not apply. For more detailed information, see the written procedures contained in the CVSA Operations Manual.

☐ STEP 1 Initiating the Inspection

- As the vehicle is approached for inspection, follow all safety precautions. Do a complete walk-around of the vehicle and check for placards, leaks and general vehicle condition.
- Shipping papers and emergency response information must be within the driver's immediate reach when restrained by the lap belt and visible to the person entering the vehicle, or in a holder mounted on the inside of the driver's door.

☐ STEP 2 Check the Shipping Paper for Compliance

- The presence of Hazardous Materials (HM) Transportation of Dangerous Goods (TDG) on the shipping paper that also contains non-hazardous freight must:
  - Be entered first, or
  - Be entered in contrasting color, or
  - Be identified with an "X" in the HM column.
- Shipments of Hazardous Waste that are required to be manifested must be accompanied by a Hazardous Waste Manifest. The manifest may be meet the requirements of the shipping paper.
- Verify compliance of the Proper Shipping Name.
- Check the 172.101, Appendix A, to see if the material is a Hazardous Substance. Hazardous substances are regulated by all modes. (In the US only)
- Check the 172.101, Appendix B, to see if the material is a Marine Pollutant. Only bulk packages containing Marine Pollutants are subject to the regulations when transported by highway. (In the US only)
- Refer to the HMT Column 1 for the presence of a symbol when determining which entry to use for the proper shipping name. (In the US only)
- Verify that the hazard class/division entered on the shipping paper corresponds with the proper shipping name and subsidiary hazards in parentheses.
- Verify that the identification number entered on the shipping paper corresponds with the proper shipping name.
- Verify that the packing group entered on the shipping paper corresponds with the proper shipping name.
- Verify that the total quantity and unit of measure is entered on the shipping paper.
- Verify that the HM/TDG basic description appears on the shipping paper in the proper sequence or an approved alternative manner:
  (check transitional allowances)
  - Identification number;
  - Proper shipping;
  - Hazard class/division;
  - Packing group;
  - Total quantity and unit of measure; and,
  - Number and type of packages.

  or
  - Proper shipping name;
  - Hazard class/division;
  - Identification number;
  - Packing group;
  - Total quantity and unit of measure; and,
  - Number and type of packages.
- Always refer to special provisions, when inspecting a shipping paper and check for additional entries that may be applicable to the shipment.
- Recognize when exceptions to the shipping paper requirement apply.
- Verify that the emergency response telephone number is entered on the shipping paper in the proper manner.
- Verify that the emergency response information, as appropriate, accompanies the shipment.
- Verify that the Emergency Response Assistance Plan (ERAP) number and activation telephone number is entered on the shipping paper. (Canada only)

☐ STEP 3 Check for Placarding Compliance

- Check for exceptions that may apply to the placarding requirements for the HM/TDG shipment.
- Placarding of Table 1 materials is required for any quantity.
- Placarding of Table 2 materials is required for 454 kg (1,001 lbs.) or more.
- When HM/TDG is offered for transportation in bulk packaging, appropriate placards must be displayed unless specific conditions have been met.
- Verify the proper display, if any subsidiary hazard placards.
- Verify that placards meet general specifications.
- Verify that the required placards are displayed and meet visibility and display requirements on a transport vehicle.

☐ STEP 4 Check Marking Compliance

- Use the shipping papers to determine the HM/TDG being transported and the quantity of HM/TDG. Determine if the shipment is a bulk or non-bulk shipment.
- Verify display of the identification number on bulk packages in one of the three acceptable manners: orange panels, placards, or plain white-square on point displays.
- Check transport vehicle for display of ID numbers when transporting large quantities of a single HM/TDG in non-bulk packages.

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- If no identification number is displayed on a bulk package, verify if appropriate for that shipment using the prohibited display and special provision sections.
- Verify additional marking requirements that apply to portable tanks, cargo tanks and multi-unit tank car tanks.
- Verify that markings on packages conform to set size standards and specifications.
- Verify that packages are marked on at least one side or end of the package as required.
- Determine if the package is subject to a DOT exemption requiring that it be marked with "DOT-E" followed by the applicable exemption number. (In the US only)
- Check the "basic markings" are on all non-bulk packages.
- When the shipping papers reveal the following HM/TDG, check for additional marking requirements:
  - PIH Materials;
  - Hazardous Substances;
  - Orientation Arrows;
  - ORM-D;
  - Explosive Package Requirements;
  - Toxic/Poison Package Markings; and/or,
  - Infections Substances.
- Verify that location of the marking is appropriate.

☐ **STEP 5** Check Labeling Compliance

- Begin inspection of labeling compliance with the shipping papers in hand, using the shipping papers to determine the HM/TDG being transported.
- Observe labels (if any) that are present on the package. When labels are specified for the package and are not present on the package, check for exceptions to labeling requirements that may apply.
- Verify that labels are properly located on the package. Check for multiple and duplicate labeling as appropriate.
- Verify that the required label specifications are met for all displayed labels.

☐ **STEP 6** Check Packaging Compliance

- Use the shipping papers to determine the HM/TDG being transported. Refer to Special Provisions that may apply to packaging regulations for that material.
- Identify the type of packaging used and determine if the packaging is appropriate for the HM/TDG it contains, and is not leaking.
- Determine if a DOT exemption applies to the packaging. (In the US only)

☐ **STEP 7** Check Loading Compliance

- Observe the general securement of the HM/TDG being transported. Verify compliance with the blocking and bracing requirements of cargo.
- Verify segregation, separation, and compatibility for the HM/TDG being transported.
- Determine if more stringent regulations apply for the subsidiary hazard of the HM. (In the US only)

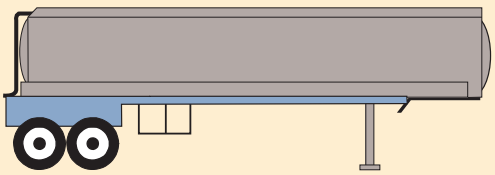
Hazardous Materials of Trade Checklist

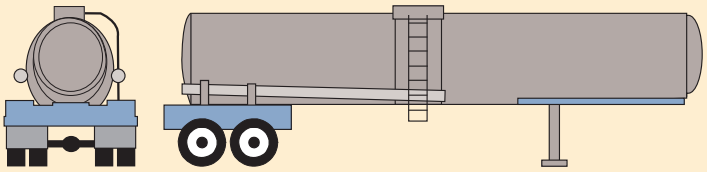
ITEM	Y	N	NA
Class/Div. Limits [173.6(a)]			
Div. 2.1			
Div. 2.2			
Div. 2.2, ASME ≤ 70 gal.			
Class 3			
Div. 4.1			
Div. 4.3, PG II or III, ≤ 1 oz.			
Div. 5.1			
Div. 5.2			
Div. 6.1			
Div. 6.2, not Risk Group 4, (see other limits)			
Class 8			
Class 9			
ORM-D			
3, 4.1, 5.1, 5.2, 6.1, 8, 9, ORM-D Non bulk Limits			
PG I ≤ 1 lb. Solid / 1 pint Liquid			
PG II / III / ORM-D ≤ 66 lb. Solid / 8 gal. Liquid			
Class 9 Bulk Limits			
400 gallons, ≤ 2% concentration			
Div 6.2 Limits [173.6(a)(4)]			
Diagnostic / Biological pkg. Limits			
Regulated Medical Waste Limits			
Self–Reactive or TIH / PIH or Hazardous Waste			
Self–Reactive / TIH / HW not eligible for MOT!			

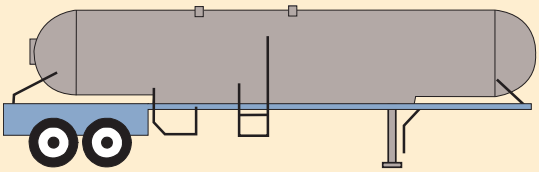
Packaging [173.6(b)]	Y	N	NA
Leak Tight / Sift Proof / Securely Closed			
Secured against movement / Protected			
Original pkg. or equivalent			
Single pkg. secured in cage, box, bin, compt.			
Gasoline [173.6(b)(4)]			
Plastic or Metal (no glass)			
Plastic (UL/FM): 1 gal. or Less			
Metal (UL/FM): 1 gal. or Less			
Safety Can: 5 gal. or Less			
UN Spec. Container: 8 gal. or Less			
Cylinders [173.6(b)(5)]			
Div. 2.1 or 2.2			
Spec. pkg., except outer			
Valves tightly closed			
Hazard Communication [173.6(c)]			
Common Name or PSN marking			
"RQ," If applicable			
Bulk Class 9 ID Number Marking			
Cylinder marking/labeling			
Driver Requirements			
Driver informed of HM / RQ?			
Driver informed of §173.6 Requirements?			
Aggregate Volume Limit			
Aggregate Gross Weight ≤ 440 lbs.			
Class 9 Tank ≤ 400 Gallons			

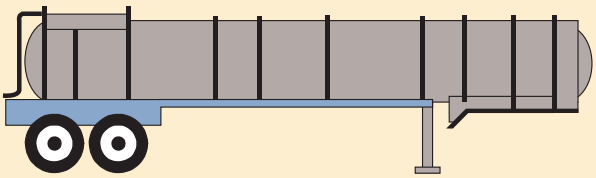
North American Standard Cargo Tank and Other Bulk Packagings Inspection Procedure

Omit steps that do not apply. For more detailed information, see the written procedures contained in the CVSA Operations Manual.









☐ STEP 1 Initiating the Inspection

- As the vehicle is approached for inspection, follow all safety precautions. Do a complete walk-around of the vehicle and check for placards, leaks and general vehicle condition.
- Shipping papers and emergency response information must be within the driver's immediate reach when restrained by the lap belt and visible to the person entering the vehicle, or in a holder mounted on the inside of the driver's door.

Check the Shipping Paper for Compliance

- The presence of Hazardous Materials (HM)/Transportation of Dangerous Goods (TDG) on the shipping paper that also contains non-hazardous freight must:
  - Be entered first, or
  - Be entered in contrasting color, or
  - Be identified with an "X" in the HM column.
- Shipments of Hazardous Waste that are required to be manifested must be accompanied by a Hazardous Waste Manifest. The manifest may meet the requirements of the shipping paper.
- Verify compliance of the Proper Shipping Name.
- Check the 172.101, Appendix A, to see if the material is a Hazardous Substance. Hazardous substances are regulated by all modes. (In the US only)
- Check the 172.101, Appendix B, to see if the material is a Marine Pollutant. Only bulk packages containing Marine Pollutants are subject to the regulations when transported by highway. (In the US only)
- Refer to the HMT Column 1 for the presence of a symbol when determining which entry to use for the proper shipping name. (In the US only)
- Verify that the hazard class/division entered on the shipping paper corresponds with the proper shipping name and subsidiary hazards in parentheses.
- Verify that the identification number entered on the shipping paper corresponds with the proper shipping name.
- Verify that the packing group entered on the shipping paper corresponds with the proper shipping name.
- Verify that the total quantity and unit of measure is entered on the shipping paper.
- Verify that the HM/TDG basic description appears on the shipping paper in the proper sequence or an approved alternative manner: (check transitional allowances)
  - Identification number;
  - Proper shipping;
  - Hazard class/division;
  - Packing group;
  - Total quantity and unit of measure; and,
  - Number and type of packages.

  or
  - Proper shipping name;
  - Hazard class/division;
  - Identification number;
  - Packing group;
  - Total quantity and unit of measure; and,
  - Number and type of packages.
- Always refer to special provisions, when inspecting a shipping paper and check for additional entries that may be applicable to the shipment.
- Recognize when exceptions to the shipping paper requirement apply.
- Verify that the emergency response telephone number is entered on the shipping paper in the proper manner.
- Verify that the emergency response information, as appropriate, accompanies the shipment.
- Verify that the Emergency Response Assistance Plan (ERAP) number and activation telephone number is entered on the shipping paper. (Canada only)

Check for Placarding Compliance

- Check for exceptions that may apply to the placarding requirements for the HM/TDG shipment.
- Placarding is required for any quantity of a HM/TDG in a bulk package/large means of containment.
- When HM/TDG is offered for transportation in bulk packaging, appropriate placards must be displayed unless specific conditions have been met.
- Verify the proper display, if any subsidiary hazard placards.

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- Verify that placards meet general specifications.
- Verify that the required placards are displayed and meet visibility and display requirements on a transport vehicle.

Check Marking Compliance
- Use the shipping papers to determine the HM/TDG being transported and the quantity of HM/TDG. Determine if the shipment is a bulk or non-bulk shipment.
- Verify display of the identification number on bulk packages in one of the three acceptable manners: orange panels, placards, or plain white-square on point displays.
- If no identification number is displayed on a bulk package, verify if appropriate for that shipment using the prohibited display and special provision sections.
- Verify additional marking requirements that apply to portable tanks, cargo tanks and multi-unit tank car tanks.
- Verify that markings on packages conform to set size standards and specifications.
- Verify that packages are marked on at least one side or end of the package as required.
- Determine if the package is subject to a DOT exemption requiring that it be marked with "DOT-E" followed by the applicable exemption number. (In the US only)
- Check the "basic markings" are on all non-bulk packages.
- When the shipping papers reveal the following HM, check for additional marking requirements:
  - PIH Materials;
  - Elevated Temperature Materials;
  - Marine Pollutants; and/or,
  - Infectious Substances
- Verify that location of the marking is appropriate.

Check Labeling Compliance
- Begin inspection of labeling compliance with the shipping papers in hand, using the shipping papers to determine the HM/TDG being transported.
- Observe labels (if any) that are present on the package. When labels are specified for the package and are not present on the package, check for exceptions to labeling requirements that may apply.
- Verify that labels are properly located on the package. Check for multiple and duplicate labeling as appropriate.
- Verify that the required label specifications are met for all displayed labels.

Check Packaging Compliance
- Use the shipping papers to determine the HM/TDG being transported. Refer to Special Provisions that may apply to packaging regulations for that material.
- Identify the type of packaging used and determine if the packaging is appropriate for the HM/TDG it contains, and is not leaking.
- Determine if a DOT exemption applies to the packaging. (In the US only)

Check Loading Compliance
- Observe the general securement of the HM/TDG being transported. Verify compliance with the blocking and bracing requirements of cargo.
- Verify segregation, separation, and compatibility for the HM/TDG being transported.
- Determine if more stringent regulations apply for the subsidiary hazard of the HM. (In the US only)

Package Authorization
- Verify that the bulk package is authorized under regulations for the product being transported, including any testing or inspection standards.

☐ **STEP 2** Check for Specification Marking
- Examine package for specification marking, attachment, and location of specification marking and other required information.

☐ **STEP 3** Inspect Test Date Markings
Verify test date markings on bulk packages for:
- Location;
- Size;
- Legibility and Durability; and,
- Appropriate Test for Package.

☐ **STEP 4** Inspect Securement and Integrity
- Inspect the bulk package for proper securement and integrity including supports, anchoring, and ring stiffeners (if applicable).

  Note: If the cargo tank is constructed with external ring stiffeners, with an air space, check to see that a drainage hole has been provided and is open.

☐ **STEP 5** Inspect Double Bulkhead Drains
- Void spaces in double bulkheads are required to be vented and must be equipped with drainage which must be kept operative at all times.

  Caution: If bottom drain is plugged, do not remove.

☐ **STEP 6** Inspect Piping and Protection
- Check for shear sections, sacrificial devices or suitable guards when applicable.
- Check for minimum road clearance when applicable.
- Ensure that piping is free of leaks.

☐ **STEP 7** Inspect Emergency Flow Control Devices
- Inspect internal valves and other closures, as applicable. Requirement for valves may differ depending upon specification and commodity.
- Inspect emergency flow controls devices including:
  - Remote Control Devices and required markings;
  - Automatic Heat Actuated Devices; and,
  - One Way or Excessive Flow Valves.
- Inspect inlet/outlet markings (if applicable).

  Caution: Do not open valves or closures.

☐ **STEP 8** Inspect Rear End Protection
- Inspect Rear End Protection and Rear Bumper.

☐ **STEP 9** Optional Inspection Items
- The following inspection items are located on the top of cargo tanks and inspection of these items will be dependent upon the operating policies of individual agencies:
  - Manhole Assemblies;
  - Pressure Relief Devices; and,
  - Overturn Protection.

☐ **STEP 10** Apply CVSA Decal
- When a U.S. DOT/Transport Canada specification cargo tank inspection is completed in conjunction with North American Standard Level I and/or Level V Inspection CVSA decals shall not be issued to U.S. DOT/Transport Canada specification cargo tank vehicles found to have violations of the following:
  - Retest requirements
  - Cargo Tank Authorization (Does not include specification shortages)
  - Manhole Covers
  - Internal Valves
  - Discharge Valves
  - Cargo Tank Integrity
  - Supports and Anchoring
  - Double Bulkhead Drains
  - Ring Stiffeners
  - Rear End Protection
  - Emergency Flow Control
  - Piping and Protection
  - Overturn Protection
  - Venting
- CVSA decal(s) shall only be applied to U.S. DOT/Transport Canada specification cargo tanks by CVSA-certified Cargo Tank inspectors.
- The location for a CVSA decal on a cargo tank semi-trailer shall be at eye-level near the right front of the cargo tank and on the lower right corner of the exterior surface of the passenger's windshield of a straight truck.

ABS Inspection Procedure
Canadian Field Reference

TRUCK OR BUS WITH AIR OR HYDRAULIC BRAKES

☐ ***Before* April 1, 2000**

- ABS is not required.

☐ ***On or After* April 1, 2000**

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the truck or bus ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

TRUCK OR BUS WITH AIR BRAKES EQUIPPED TO TOW ANOTHER VEHICLE WITH AIR BRAKES

☐ ***Before* April 1, 2000**

- ABS is not required.

☐ ***On or After* April 1, 2000**

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on". Confirm that the truck or bus ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

☐ ***On or After* March 1, 2001**

Not connected to any trailer or connected to a trailer manufactured *before* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on". Confirm that the truck or bus ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

Connected to a trailer manufactured *on or after* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that both the truck or bus, and trailer ABS dash lamps turn on and after a few seconds the lamps go out.
- Any other response indicates a defective ABS.

TRUCK TRACTOR WITH AIR BRAKES

☐ ***Before* April 1, 2000**

- ABS is not required.

☐ ***On or After* April 1, 2000**

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the tractor ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

☐ ***On or After* March 1, 2001**

Not connected to any trailer or connected to a trailer manufactured *before* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the tractor ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

Connected to a trailer manufactured *on or after* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that both tractor and trailer dash-mounted ABS malfunction lamps turn on and after a few seconds the lamps go out.
- Any other response indicates a defective ABS.

TRAILER WITH AIR BRAKES (INCLUDING A TRAILER CONVERTER DOLLY)

☐ ***Before* April 1, 2000**

- ABS is not required.

☐ ***On or After* April 1, 2000**

Connected to a truck or truck tractor manufactured *before* April 1, 2000.

- Apply the brake pedal and confirm that the trailer-mounted ABS malfunction lamp turns on and goes out when brake is released.
- Any other response indicates a defective ABS.

Connected to a truck or truck tractor manufactured *on or after* April 1, 2000.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the trailer-mounted ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

☐ ***On or After* March 1, 2001**

Connected to a truck or truck tractor manufactured *before* April 1, 2001.

- Test in the same manner as trailers manufactured on or after April 1, 2000.

Connected to a truck or truck tractor manufactured *on or after* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that both the trailer dash-mounted ABS malfunction lamp and the trailer-mounted ABS malfunction lamp turn on and after a few seconds the lamps go out.
- Any other response indicates a defective ABS.

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ABS Inspection Procedure
U.S. Field Reference

TRUCK OR BUS WITH HYDRAULIC BRAKES

☐ ***Before* March 1, 1999**

- ABS is not required.

☐ ***On or After* March 1, 1999**

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the truck or bus ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

TRUCK OR BUS WITH AIR BRAKES

☐ ***Before* March 1, 1998**

- ABS is not required.

☐ ***On or After* March 1, 1998**

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the truck or bus ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

TRUCK OR BUS WITH AIR BRAKES EQUIPPED TO TOW ANOTHER VEHICLE WITH AIR BRAKES

☐ ***Before* March 1, 1998**

- ABS is not required.

☐ ***On or After* March 1, 1998**

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

☐ ***On or After* March 1, 2001**

Not connected to any trailer or connected to a trailer manufactured *before* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the truck or bus ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

Connected to a trailer manufactured *on or after* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that *BOTH* the truck or bus, and trailer ABS dash lamps turn on and after a few seconds the lamps go out.
- Any other response indicates a defective ABS.

TRUCK TRACTOR WITH AIR BRAKES

☐ ***Before* March 1, 1997**

- ABS is not required.

☐ ***On or After* March 1, 1997**

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

☐ ***On or After* March 1, 2001**

Not connected to any trailer or connected to a trailer manufactured *before* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the tractor ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

Connected to a trailer manufactured *on or after* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that both tractor and trailer dash-mounted ABS malfunction lamps turn on and after a few seconds the lamps go out.
- Any other response indicates a defective ABS.

TRAILER WITH AIR BRAKES (INCLUDING A TRAILER CONVERTER DOLLY)

☐ ***Before* March 1, 1998**

- ABS is not required.

☐ ***On or After* March 1, 1998**

Connected to a truck or truck tractor manufactured *before* March 1, 1997.

- Apply the brake pedal and confirm that the trailer-mounted ABS malfunction lamp turns on and goes out when brake is released.
- Any other response indicates a defective ABS.

Connected to a truck or truck tractor manufactured *on or after* March 1, 1997.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that the trailer-mounted ABS malfunction lamp turns on and after a few seconds the lamp goes out.
- Any other response indicates a defective ABS.

☐ ***On or After* March 1, 2001**

Connected to a truck or truck tractor manufactured *before* March 1, 2001.

- Test in the same manner as trailers manufactured on or after March 1, 1998.

Connected to a truck or truck tractor manufactured *on or after* March 1, 2001.

- Begin with the ignition key in the "off" position.
- Turn the ignition key "on".
- Confirm that both the trailer dash-mounted ABS malfunction lamp and the trailer-mounted ABS malfunction lamp turn on and after a few seconds the lamps go out.
- Any other response indicates a defective ABS.

Rev. September 2007

North American Standard Inspection Procedure for Performance-Based Brake Testing

INTRODUCTION: Research has shown that performance-based brake testers (PBBTs) are effective enforcement tools. PBBTs are capable of assessing brakes in a complementary manner to visual inspection methods in that they provide a direct and objective measure of a vehicle's actual braking performance. Additionally PBBTs are able to check brakes that are otherwise difficult to inspect visually, such as those with low ground clearance and those that do not have exposed pushrods (air disc brakes, wedge brakes, hydraulic brakes, electric brakes, etc.). Each tester type has a unique method of operation. Therefore, training and operation issues must be tailored specifically to each piece of equipment. This document sets guidelines for general operational procedures.

GENERAL OPERATING GUIDELINES

Although each PBBT operates in a unique manner, there are similar general procedures that should be followed before, during, and after testing.

BEFORE TESTING EACH DAY:

1. Deploy the tester if a mobile unit. Pay particular attention to the safety and usability of the location. Refer to the PBBT manufactures operation manual if in doubt as to the suitability of a location.
2. Inspect, and as necessary, clean any debris, oil, or other contaminants from the test surface.
3. For those PBBTs with no integrated weighing capabilities, yet require actual axle weights be entered, scales must be available.
4. Clear the tester of any vehicle. This will ensure that calibration check (zero offset) is conducted properly.
5. Power up the tester.
6. Perform a calibration check (zero offset) on the unit. For most PBBTs this is an automatic part of the power up process.

   a. Do not place vehicles out-of-service if a successful calibration check cannot be achieved.
7. Check for next calibration due date.

   a. Do not place vehicles out-of-service using a PBBT with a past due calibration date.
8. Conduct inspections only with a qualified PBBT inspector[1].

[1]A qualified PBBT inspector is an North American Standard (NAS) Level I CVSA-certified inspector, who has passed the PBBT inspection course and has completed at least 16 PBBT inspections in conjunction with an NAS Level I inspection.

DURING TESTING:

☐ **STEP 1** Greet the driver and obtain driver and vehicle documentation.

☐ **STEP 2** Enter unique vehicle identifier into the PBBT software.

- This would typically be license plate number. Also enter the Inspector ID number.

☐ **STEP 3** Briefly explain the purpose of the test and describe what will be expected of them during the test.

☐ **STEP 4** Visually check for under inflated tires.

- If tire air pressure is too low as defined by the *North American Standard Out-of-Service Criteria*, have driver inflate tires to correct pressure. If not possible, the test is not invalid and take the appropriate out-of-service action for flat tires.

☐ **STEP 5** Verify that the reservoir air pressure is between 90 and 100 psi prior to testing each axle.

☐ **STEP 6** Check the vehicle for locked inter-axle differential or other potential exceptions (as provided by PBBT manufacturer). General guidelines listed below:

For roller testers (See appendix A for details):

- Spread-axle tandems.
- Four-spring suspension tandems.
- Kwik Loc add-on axles.

For flat plate testers (See appendix B for details):

- Track width too wide.

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- Wheelbase too long.
- Deceleration-sensitive cargo.

Compensate for exceptions using techniques described in appropriate appendix.

☐ **STEP 7** Position vehicle relative to the tester.

For roller testers:
- Position axle on the tester.
- Make certain the vehicle is level with the test surface.
- Make sure vehicle's tires are not rubbing on tester body.
- Align the vehicle centerline with the tester such that both sides of axle rest equally in rollers.
- Advise the driver to hold the steering wheel firmly when testing the steer axle, to avoid the vehicle moving sideways.

For flat plate tester:
- Position vehicle in front of tester.
- Line up vehicle so that axles will not overhang off side of plates.

☐ **STEP 8** Perform the test.

For roller testers:
- Advise driver to place vehicle in neutral and release all brakes.
- Ensure the vehicle has settled into the rollers and is not rocking.
- Start the test.
- After rolling resistance measurement is completed, instruct the driver to gradually apply brakes to full brake application.
- Test is complete when maximum brake force is achieved or test stops automatically due to lock-up.

For flat plate testers:
- Drive forward onto tester at 4-8 mph.
- Signal driver to stop when in position.
- Driver to apply brakes as hard as possible, without locking the wheels.
- Tester will indicate when to proceed with next axle or vehicle.

☐ **STEP 9** Observe test closely while in progress. Look for the following:
- Driver not applying brakes fully.
- Other improperly conducted tests such as pumping, non-steady or erratic application of brakes.
- Vehicle shift during testing, possibly coming in contact with tester frame.
- Vehicle moving off test surfaces.
- Worn parts, components, or unsecured loads that may become dangerous during the test process.
- After each axle, review the results.
- If an individual axle shows BF/WL less than 0.435, retest the axle to ensure proper test.
- Advise the driver to move to the next axle.
- Verify 90 and 100 psi air pressure prior to starting the rollers.

☐ **STEP 10** After completion of all axles:
- Review the pass or fail results/criteria according to the applicable Federal, State, Provincial or Territorial laws and refer to the *North American Standard Out-of-Service Criteria* for appropriate out-of-service action.
- Present and review results with driver.

☐ **STEP 11** If the vehicle passes:
- Continue with remainder of the inspection.
- Document the PBBT test results and complete the required inspection paperwork.

☐ **STEP 12** If the vehicle fails:
- Complete the inspection.
- As a courtesy, provide driver with fault tree list of defects for finding problem(s), (e.g. RP 649).
- Document the PBBT test results and complete the required inspection paperwork.
- Follow correct and current OOS procedures.

APPENDIX A

SUPPLEMENT TO STANDARD TEST PROCEDURE FOR SURFACE MOUNT AND MOBILE ROLLER BRAKE TESTERS

Special considerations apply to some PBBTs due to suspension-induced weight shift between the axles or variations in load sharing between axles due to axle spacing or air-bag compensation. This variation can result in some axles weighing light and others heavy. A heavy axle will allow additional brake force (if available) to be measured while a light axle may limit the brake force being measured to that allowed by the coefficient of friction between the tires and the test surface.

The phenomenon is more pronounced with above-ground PBBTs, but has also been observed with in-ground roller testers. Flat plate testers are not likely to be subject to these variations.

In all cases, either some "ballpark" observations must be made by the inspector to determine whether the axle appears unusually light (<10,000 for a steer axle or <3000 for an unladen non-steer axle) or unusually heavy (>14,000 lbs for a steer axle or >20,000 lbs for a laden tandem axle or >22,000 lbs for a single laden non-steer axle). Some PBBTs can incorporate these checks.

In most cases, if leveling ramps can be employed, the variation in weight will be mitigated. In some cases, remotely measured axle weight will have to be used.

Special consideration should be given to:
1. spread-axle tandems;
2. four-spring suspension tandems, and
3. Kwik Loc add-on axles.

The following recommendations are provided:

Recommendations For Spread Axles:

If the PBBT-measured GVW exceeds the rating (GVWR) by more than 10 percent because of an unsupported axle, two alternate methods are available.

- Portable ramps and platforms can be used to support the untested axle, thus alleviating the extra weight component (Figure 1c). Ramps and platforms must be positioned by the inspector for each axle.

- Remotely-measured axle weights, from either a platform scale or a set of portable scales, can also be used for computation of BFtot/GVW.

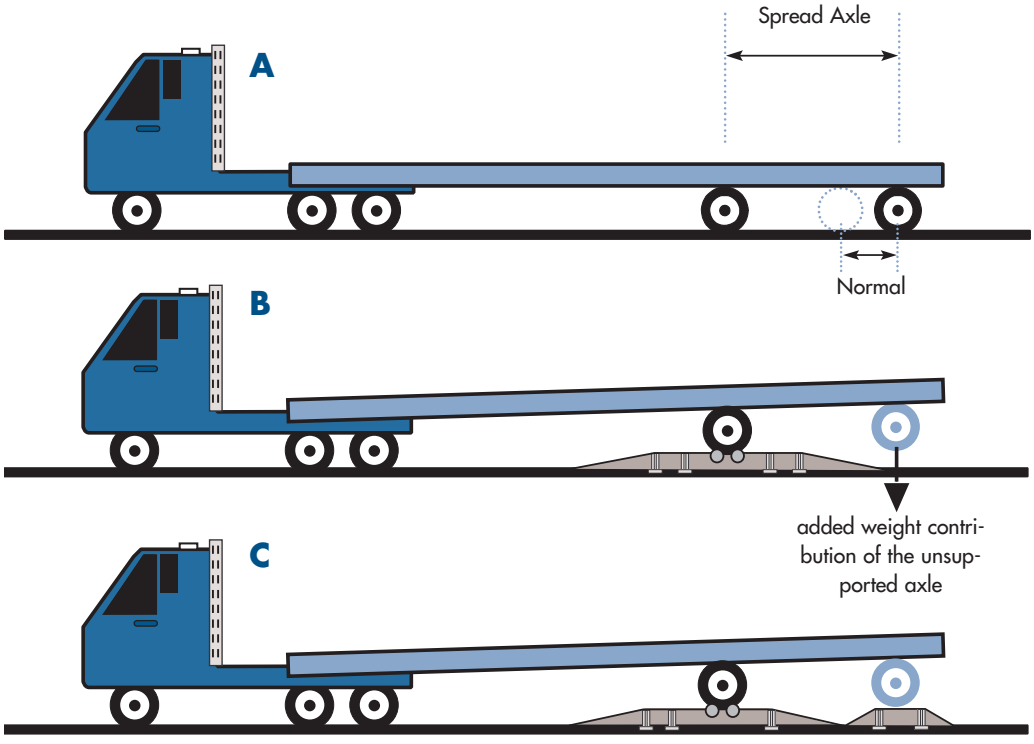


Figure 1. Illustration of: (a) spread axle tandem, (b) additional weight due to unsupported axle when testing lead axle on above-ground PBBT, (c) use of additional ramps and platforms.

Recommendation for four-spring suspensions.

In the case of four-spring suspensions on above-ground PBBTs, the untested axle of the tandem set must be level with the test axle. I.e. there must be a sufficiently wide level section such that the adjacent axle is not resting on the sloping portion of the ramps (Figure 2).

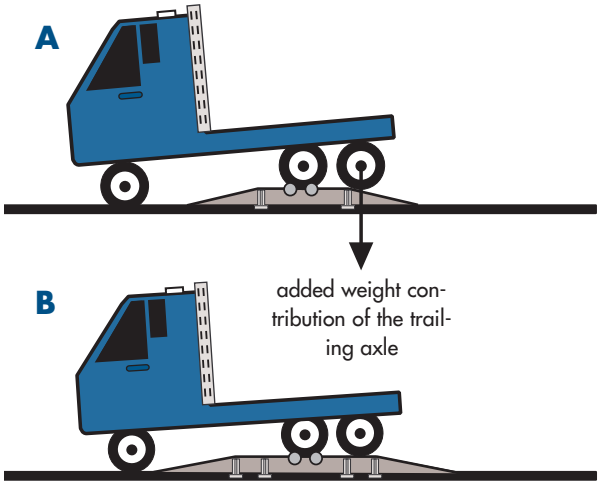


Figure 2. (a) Four-spring tandem suspension leads to unequal weight distribution and adds weight to leading axle for some PBBTs. (b) Use of platforms which are level with the PBBT test bed minimizes this problem.

Recommendations for Kwik Loc Axles.

The procedure to be used for Kwik Loc axles (Figure 3), is illustrated in the flow chart in Figure 4. This procedure should be incorporated into the standard test procedures.

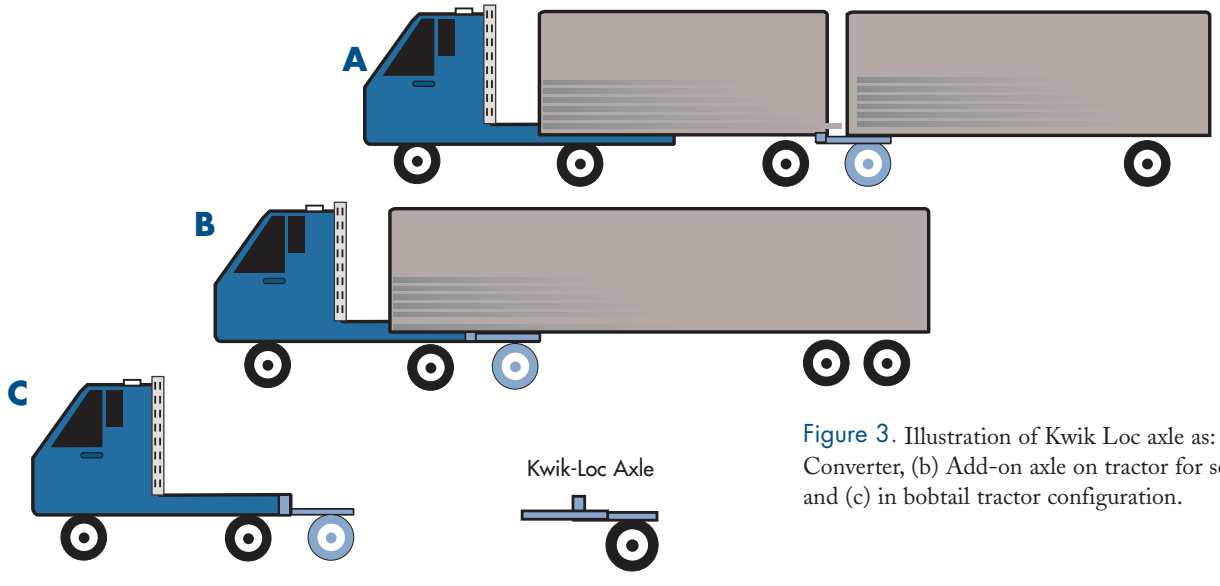


Figure 3. Illustration of Kwik Loc axle as: (a) Dolly Converter, (b) Add-on axle on tractor for semi-trailer, and (c) in bobtail tractor configuration.

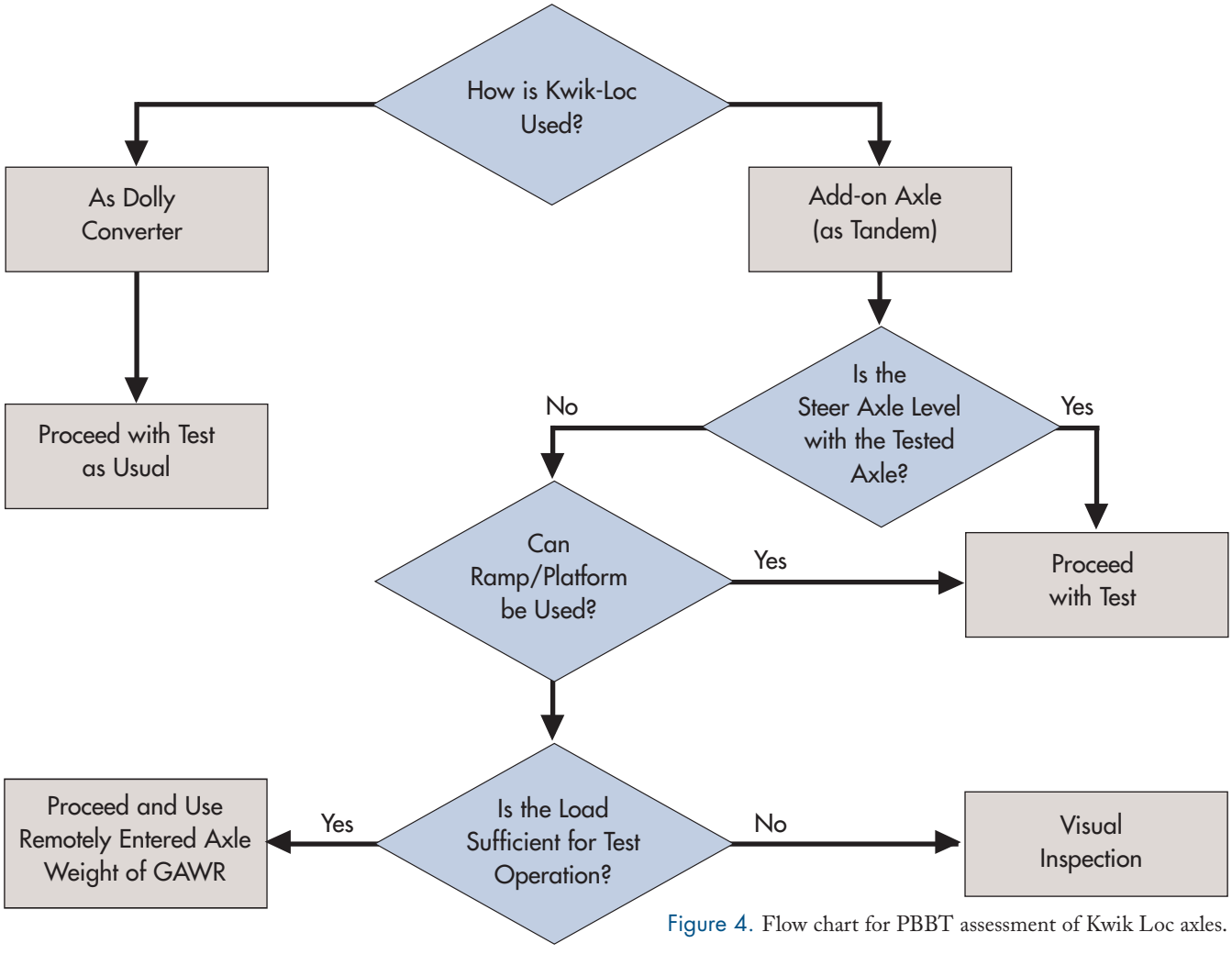


Figure 4. Flow chart for PBBT assessment of Kwik Loc axles.

APPENDIX B

SUPPLEMENT TO STANDARD TEST PROCEDURE FOR FLAT PLATE BRAKE TESTERS

Flat plate testers have fewer vehicle specific exceptions but rely more on the driver to perform the test correctly.

To Perform a Correct Test the Driver and Inspector Must:

1. Pull onto tester in the correct speed threshold, typically 4-8 mph.
2. Pull on squarely with tester.
3. Pull on such that the tires are not partially off the edge of the tester and on surrounding roadway. This will reduce the amount of brake force measured and increase the likelihood of failure. Some vehicles may have too wide (or too narrow) track with to be accommodated on tester - see manufacturer's info for details.
4. Apply the brakes aggressively when signaled. If brakes are applied too late, the wrong axle may be measured. PBBT inspectors must be able to identify when this occurs.
5. Apply the brakes sufficiently to generate a 0.435g stop. If brakes are not applied aggressively enough, the vehicle may appear to fail. PBBT inspectors must become adept at spotting when brakes are not applied sufficiently.
6. If the brakes are applied too hard (for the current loading), the wheels may lock. This may cause a "hopping", leading to unsteady brake force measurement. The stop should be repeated with a less aggressive brake application such that the wheels do not lock.
7. If the entire vehicle cannot be accommodated on the tester in one stop, additional stops must be performed until all axles have been tested.

   To accomplish this, there are typically two systems at the PBBT inspector's disposal.

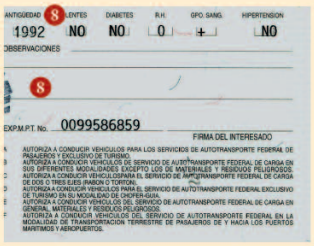
   a. An automatic sequence that already knows the vehicle type. This will guide the inspector and driver through the test automatically with no operator intervention. An example of a common automatic sequence is a 5-axle tractor-trailer combination.

   b. A manual sequence whereby the PBBT inspector chooses what tests to perform on an axle by axle (or tandem by tandem) bases. For example, a very long two-axle vehicle like a bus can be tested as two separated single axle stops.

In the event that the test is not performed correctly by the driver, it is advised that they be made to repeat the test. Under no circumstances should a driver be "rewarded" with a wave through for incorrectly performing the test.

Mexican CDL: Licencia Federal de Conductor

Mexican CDL (Old Document)



1 Licencia Federal de Conductor

The first information an officer should look for is the statement near the top of the document, in bold, that says this document is a "LICENCIA FEDERAL DE CONDUCTOR". This enables the officer to quickly distinguish such a license from one issued by a Mexican state to a driver. Mexican state driver licenses are NOT valid for operating a CMV which requires a CDL in the U.S. and Canada.

2 Driver's License Number

The license number is indicated by "LIC. No." Just as with some U.S. state license numbers that include letters, Mexican CDL numbers always begin with letters, and those letters must be included as part of the license number when the number is recorded.

3 Issuance Date

The label "EXP." found on the lower left part of the old Mexican CDL is an abbreviation for the Spanish word "Expedicion", which means the date of issuance. It is NOT an abbreviation of the English word Expiration. The old Mexican CDL issuance date field is displayed as dd/mm/yy.

4 Expiration Date

The "VENC." field (found on the lower right front part of the old Mexican CDL) indicates the date when the old Mexican CDL must be re-issued (10 years after the issuance date) and is displayed as dd/mm/yy.

The old Mexican CDL must be renewed every two years upon passing the required medical exam and knowledge testing/training. Evidence of renewal will be shown with an embossment in the renewal "REF." field. The actual license expiration date is two years after the issuance date if there are no renewal years embossed; if there are, then it is two years after the last renewal year embossed. The expiration day and month are the same as those of the issuance date.

Note: The embossment on the renewal field for the biannual period shows the initials SCT which stand for Secretariat of Communications and Transportation. Also note that some Mexican SCT field offices may have slightly different embossment, such as a circle with smaller SCT initials.

Law enforcement should always verify the Mexican CDL's validity electronically in the Licencia Federal Information System (LIFIS). LIFIS can be queried via the National Law Enforcement Telecommunications System (NLETS), via your Department of Motor Vehicles through the Commercial Driver's License Information System (CDLIS), or via the Federal Motor Carrier Safety Administration (FMCSA) CDLIS-Check interfaces (Query Central, Aspen/Capri or CDLIS.DOT.GOV).

If the driver does not have a valid Licencia Federal issued by DGAF, and recorded in LIFIS with the proper class without any restrictions, place the driver out-of-service per 383.23(a)(2).

Note: Mexican state driver licenses (both CDL and private car driver) ARE NOT verifiable via NLETS/LIFIS.

5 Driver's Name and Address

"NOMBRE" is the Spanish term for "name" and is the field where the driver's name is found. The old Mexican CDL standard for names to be displayed is paternal, maternal, first and middle but may be listed in any order. "DOMICILIO" is the Spanish term for "address" and is the field where the driver's address is found.

Continued

Mexican CDL: Licencia Federal de Conductor

Mexican CDL (New Document)

1 Licencia Federal de Conductor

The first information an officer should look for is the statement near the top of the document, in bold, that says this document is a "LICENCIA FEDERAL DE CONDUCTOR". This enables the officer to quickly distinguish such a license from one issued by a Mexican state to a driver. Mexican state driver licenses are NOT valid for operating a CMV which requires a CDL in the U.S. and Canada.

2 Driver's License Number

The license number is indicated in red in the lower left corner of the new Mexican CDL. Just as with some U.S. state license numbers that include letters, Mexican CDL numbers always begin with letters, and those letters must be included as part of the license number when the number is recorded.

3 Issuance Date

The new Mexican CDL indicates the original date the driver received the license. The date of original issuance is indicated in the "Antigüedad:" field and displayed as dd/mm/yyyy.

4 Expiration Date

The validity of the new Mexican CDL is indicated in two separate fields: "Vigente desde" and "Hasta". "Vigente desde" indicates when the license is valid from and is displayed as dd/mm/yyyy. "Hasta" indicates when the license is valid through and is displayed as dd/mm/yyyy.

The new Mexican CDL must be reissued every two years upon passing the required medical exam and knowledge testing/training.

Law enforcement should always verify the Mexican CDL's validity electronically in the Licencia Federal Information System (LIFIS). LIFIS can be queried via the National Law Enforcement Telecommunications System (NLETS), via your Department of Motor Vehicles through the Commercial Driver's License Information System (CDLIS), or via the Federal Motor Carrier Safety Administration (FMCSA) CDLIS-Check interfaces (Query Central, Aspen/Capri or CDLIS.DOT.GOV).

If the driver does not have a valid Licencia Federal issued by DGAF, and recorded in LIFIS with the proper class without any restrictions, place the driver out-of-service per 383.23(a)(2).

Note: Mexican state driver licenses (both CDL and private car driver) ARE NOT verifiable via NLETS/LIFIS.

5 Driver's Name and Address

The new Mexican CDL lists the driver's name in three lines in the center of the license. The name is displayed in the following order:

- Given name(s) (first and middle)
- Paternal Surname (father's last name)
- Maternal Surname (mother's maiden name)

The new Mexican CDL does not include the driver's address due to Mexico's privacy policy.

Continued

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Promoting Commercial Motor Vehicle Safety and Security

Mexican CDL (Old Document)

Continued from front

6 Date of Birth

There is no label for date-of-birth on the Mexican CDL. However, this information is included as the first 6 numeric digits in the "R.F.C." field, immediately following the letters. The date of birth is displayed as yymmdd.

7 License Class

Locate the license class in the "CATEGORIA" field at the top, right of the license. A Mexican CDL will indicate a category of A through F. Refer to the Licencia Federal Classes (Categorias) on this card for equivalent U.S. class and endorsements.

8 Restrictions

On the back of the license, at the top, a series of preprinted boxes exist which can be marked to indicate useful medical conditions of the driver, should he or she be involved in an accident. The only pre-printed restriction box on the document applicable to operating a CMV in the United States and Canada is "LENTES" (eye glasses). If the "LENTES" box contains the word "SI" or an "X", the driver must be wearing corrective lenses to operate a CMV.

Additional possible restrictions may be placed on the document as explanatory phrases in the large comment field labeled as "OBSERVACIONES". An important one for law enforcement to recognize is that the driver could be restricted to operating a CMV in Mexico only which would read: "VALIDA SOLO PARA CIRCULAR EN LA REPUBLICA MEXICANA".

Although the old Mexican CDL is created manually and can have variations in the words used for the restriction within the "OBSERVACIONES" section, the LIFIS response to a driver inquiry will contain any such restrictions that apply to that driver, in clear English.

Licencia Federal Classes (Categorias)

Categoria	Description
A	This categoria is for any bus. This is roughly comparable to a U.S. Class "B" CDL with a passenger endorsement.
B	This categoria is for any truck (including straight, combination, doubles, triples, tank), but excluding hazardous materials. This is roughly comparable to a U.S. Class "A" CDL with a tank and doubles/triples endorsement.
C	This categoria is for straight trucks (maximum of three axles, which includes any towed trailer axles), but excluding hazardous materials. This is roughly comparable to a U.S. Class "B" CDL with a tank endorsement.
D	There is no comparable U.S. CDL definition. Authorizes holder to operate automobiles and small buses, which do not exceed 7,716 pounds (3500kgs) or have a capacity to carry no more than 13 passengers (including the driver who also serves as the tour guide) for purpose of tourism.
E	This categoria is for any type truck or combination, including hazardous materials. This is roughly comparable to a U.S. Class "A" CDL with a hazardous materials, tank and doubles/triples endorsement.
F	There is no comparable CDL definition. Authorizes holder to operate taxis from any airport or seaport in Mexico. **Note**: This is because airports and seaports are federal and require a federal license, similar to driving a commercial vehicle on a federal road.

This document was developed in partnership with the Secretariat of Communications and Transportation (SCT), TML Information Services Inc., the Federal Motor Carrier Safety Administration (FMCSA), the International Association of the Chiefs of Police (IACP) and the Commercial Vehicle Safety Alliance (CVSA).

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Mexican CDL (New Document)

Continued from front

6 Date of Birth

There is no label for date-of-birth on the Mexican CDL. However, this information is included as the first 6 numeric digits in the "Curp:" field, immediately following the letters. The date of birth is displayed as yymmdd.

7 License Class

Locate the license class in the "CATEGORIA" box at the bottom, right corner of the license. A new Mexican CDL will indicate a category of A through F. Refer to the Licencia Federal Classes (Categorias) on this card for equivalent U.S. class and endorsements.

8 Restrictions

On the back of the license, at the top, a series of preprinted boxes exist which can be marked to indicate useful medical conditions of the driver, should he or she be involved in an accident. The only pre-printed restriction box on the document applicable to operating a CMV in the United States and Canada is "LENTES" (eye glasses). If the "LENTES" box contains an "X", the driver must be wearing corrective lenses to operate a CMV.

Additional possible restrictions may be placed on the document as explanatory phrases in the large comment field labeled as "Observaciones:". An important restriction for law enforcement to recognize is that the driver could be restricted to operating a CMV in Mexico only which would read: "VALIDA SOLO PARA CIRCULAR EN LA REPUBLICA MEXICANA". The LIFIS response to a driver inquiry will contain any such restrictions that apply to that driver, in clear English.

Licencia Federal Classes (Categorias)

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